

# SIX AMERICANS IN FRENCH AIR CORPS

French Fleet Commander Says All Are Making Good Among Experts.

By WILLIAM PHILIP SIMMS.  
WITH THE FRENCH ARMY IN CHAMPAIGNE, Oct. 22 (by mail).—The Americans in the French aviation corps are making good, the air fleet commander here told me today. There are six of them left; one, Jimmy Bach of Utah, having recently been taken prisoner by the Germans.

These are Elliott Cowden, wealthy Bostonian and good polo player; Bert Hall, of Texas, lean, lank and good natured; Thaddeus Thaw, of Pittsburgh; Norman Prince, two others, and one and a half are "famous," flying the swiftest machines in the squadron. Georges Carpenter, the famous French middleweight boxer, is a member of the same group.

I visited the aerodrome toward sunset. One by one the birds were coming home to roost, circling over a field, vanishing down, turning and rolling back on the ground under their own power.

Down from one of the tiniest of these—a beautiful, short-winged creation in pearl gray and blue-stepped Bert Hall, putting himself on a runner, he was held out of his fur-lined overalls, Eskimo boots, and other Arctic overwear.

**Perfect Organization.**

"Gee!" he exclaimed, walking up and warming his hands before a benzine flame lighted to guide helated pilots home. "Lordy, but it's cold in there!"

"I thought it was going to be late." It is no joke landing in one of the little rapid boy like mine, even in the daytime. And if it is getting dark the machine capsize three-fourths of the time. Leon Housler and his brother-in-law, Leon Comes, both famous bicycle racers, were killed in the same machine in just such a stupid landing accident. Pretty tough to escape the Germans only to get smashed before your own door, eh?"

The French air fleet is now as perfectly organized and in much the same way as the high seas fleet. It has its powerful two-engined double-propelled planes, and its single-seaters, the dreadnaughts. They can mount to any altitude quickly, taking considerable high explosive in addition to pilot and observer. There are super-dreadnaughts, some with three planes and enormous double engine, carrying bombs up to 1,000 pounds, and a small load in addition to a cannon and machine guns. There are scouts, "coast-defense" planes, escort cruisers for the slower, bigger, mightier air navigators.

**Flower of the Army.**  
This is a big change from the first days of the war, when an aeroplane performed any service its pilot was ordered to do.

"For example, never carries explosives. His duty, with his swift short-winged biplane, is either to do scout service far behind the German front, or to accompany a bombing raid, and, like a cavalryman, to dash off the enemy. When you read of the French air fleet bombing some position or other in German territory, you may know that these lightning fast bl-

planes accompany it, scouting in advance and protecting it on flanks, rear, above, and below.

Other aeroplanes specialize on photographing; still others cruise behind their own lines, coast defending, chasing or attacking with machine guns any German planes coming over. These "chase" planes are so constructed that they can train their machine guns on the enemy from any angle, up, down, fore, or aft. All these machines are armored.

The flower of the army is in the aviation group. The air service appeals to all, but particularly to the young, athletic, and brilliant. They take its pick from many candidates. The officers are exceedingly smart, and the underlings a very superior type.

A German officer is quoted by a neutral observer at the front as saying in reply to a request to get closer to the lines:

"Don't think of such a thing. To get inside the range of the French planes is certain death."

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## Funerals

Henry W. Smith.  
Funeral services for Henry W. Smith, who died Tuesday, will be held tomorrow at 2 o'clock at his late residence, 1018 B street, southwest. Private interment will be made in Congressional Cemetery.

Mrs. Simon P. Griffith.  
Funeral services for Mrs. Simon P. Griffith, who died Sunday in Harrisburg, Pa., were held today at Leo's Chapel. Interment was private.

Miss Mary E. Kennedy.  
Funeral services for Miss Mary E. Kennedy, who died yesterday at the residence of her niece, Mrs. A. L. Longpre, Maple avenue, Hyattsville, will be held at St. Jerome's Church, Hyattsville, tomorrow at 9 o'clock. Interment will be made in Mt. Olivet Cemetery.

Mrs. Juliet Carter Lee.  
Funeral services for Mrs. Juliet Carter Lee, widow of Capt. Robert E. Lee, who died Tuesday in the fifty-ninth year of her age, will be held tomorrow in Lexington, Va., at 10 o'clock.

Mrs. Katherine W. Malcolm.  
Funeral services for Mrs. Katherine W. Malcolm, who died yesterday, were held today at late residence, 362 Georgia avenue northwest. Private interment was made in Mt. Olivet Cemetery.

Joseph Campbell.  
Funeral services for Joseph Campbell, who died Tuesday, will be held at the residence of his daughter, 1828 Fifteenth street northwest, tomorrow at 2 o'clock.

Mrs. John P. Phillips.  
Funeral services for Mrs. John P. Phillips, who died Tuesday, were held today at her late residence, the Pentecostal church, St. Alphius' Church, today.

Mrs. Ann Regina Cox.  
This is a big change from the first days of the war, when an aeroplane performed any service its pilot was ordered to do.

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MONDAY, TUESDAY, WEDNESDAY,

TUESDAY, AND FRIDAY, 9:30 A. M. TO 12:30 P. M.

WINTER, 12:30 P. M. SUMMER, 1:30 P. M.

TR. ADV.—TRANSPORTATION MAY BE ADDED.

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